

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,389 號玖拾捌百叁千叁萬壹第 日玖十月貳十年六十二緒光 HONGKONG, THURSDAY, FEBRUARY 7TH, 1901. 肆拜禮 號柒月貳年壹零九千壹英港幣 PRICE, \$2½ PER MONTH

A FINE OLD BRANDY.
WATSON'S B BRANDY
IS ONE OF HENNESSY'S SOUNDTEST PRODUCTS
[AND AT \$21 PER CASE IS THE BEST VALUE
IN THE HONGKONG MARKET.

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841. [a1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned.
FINE OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
SIEMSEN & CO.
Hongkong, 26th July, 1897. [a49]

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
NET

Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong. [a48]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 10.45 a.m. Every ten minutes.
10.45 a.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 5.30 p.m. Every quarter of an hour
5.30 p.m. to 7.30 p.m. Every ten minutes
7.30 p.m. to 8.00 p.m. Every fifteen minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 2nd February, 1901. [a2550]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.
MCKIBBY & CO.,
43 & 43A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [a2509]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
\$5.00 per Cask of 375 lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900. [a3102]

WILLIAM MACLEOD, D.D.S., DENTIST.

BEACONSFIELD ARCADE.
(Opposite Hongkong & Shanghai Bank.)
Hongkong, 10th November, 1900. [a75]

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAURE, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1898. [1521]



Telephone 75.

EXTRA SPECIAL FINEST LIQUEUR WHISKY. . . .
A BLEND COMPOSED OF THE FINEST HIGHLAND
WHISKIES, THOROUGHLY MATURED IN SHERRY
CASKS IN BOND.
MILD AND MELLOW.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 31st January, 1901. [a40]

COTTAM & CO.
DRESS SHIRTS. DRESS SHOES.
DRESS TIES. DRESS GLOVES, &c., &c.

SCHLITZ WORLD FAMED BEER
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.
TONIC AND REFRESHING.
SOLE AGENTS—
WATKINS, LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS, AND
COMMISSION AGENTS,
HONGKONG. [a43]

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG. [a14]

THE VICTORIA DISPENSARY HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a39]

FURNISHING DEPARTMENT.
WINTER SEASON'S GOODS JUST ARRIVED.
COMPLETE HOUSEHOLD FURNISHING.
LARGEST STOCK OF BEDSTEADS, CARPETS, LINOLEUMS, CURTAINS,
&c., IN THE EAST.
ESTIMATES FREE.
LANE, CRAWFORD & CO. [a38]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$22.50 PER DOZ. \$20 PER DOZ.
Distinguished by 4 Stars on the label.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassell.
ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.
A fine, full, and fruity wine.
DOURO PORT, \$14.25 PER DOZ.
AMOROSO SHERRY, \$20 PER DOZ.
LA TORRE SHERRY, \$16.75 PER DOZ.
A natural and most pleasant wine to the taste.
C. P. & Co.'s OWN SPECIAL BLEND WHISKY, \$10.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.
AGENTS—SIEMSEN & CO., HONGKONG. [a47]

BENEDICTINE LIQUEUR—D.O.M., \$39.75 PER DOZ.
WANTED—A CIVIL-ENGINEER
one who has had experience in build-
ing Wharves and Docks preferred.
Applications and Testimonials to be sent to—
THOS. SCOTT,
Chairman.
[a81]

JUST RECEIVED IN SPLENDID CONDITION.

SPICED NORWEGIAN ANCHOVIS IN KEGS.
SALT HERRINGS IN KEGS.
SALT SALMONBELLIES IN KEGS.
SALT SARDELLIES IN TINS.
RUSSIAN CAVIAR IN TINS.
BONELESS ANCHOVIS, SARDINES AND MACKERELS IN OIL.
FRIED SWEDISH LAMPREYS IN OIL.
FRIED BALTIC HERRINGS IN OIL AND TOMATO SAUCE.
FRIED BALTIC DELICATESS BEEF.
SPROUTS IN OIL. PRESERVED LAX. STUFFED AND PLAIN OLIVES.
FRESH GRUYERE, ROQUEFORT, CAMEMBERT, LIMBURGER, &c., CHEESE.
FRESH GERMAN METTWURST SAUSAGES.
G. GIRAULT,
6, QUEEN'S ROAD CENTRAL.

CLUB WHISKY
\$12 PER DOZ.
H. PRICE & CO.,
12, QUEEN'S ROAD.

KELLY & WALSH, LD.

NEW BOOKS AND NEW EDITIONS.
The ENGLISHMAN IN CHINA
during the Victorian Era
as illustrated in the Career of
SIR RUTHERFORD ALCOCK,
K.C.B., D.C.L., Consul and Minister
in China and Japan. By ALEXAN-
DER MICHIE, 2 Vols. \$20.00
The Inhabitants of the Philippines, by
F. H. Sawyer. 8.50
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Leading Points in South African History,
1486 to March 30, 1900, arranged
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Articles. 2.25
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WAR, Vol. I. 9.00
Electrical Engineering, by W. Slingo
and A. Brooker. 371 Illustrations. 7.00

WANTED.
BY A GERMAN LADY, a SITUATION
as HOUSE-KEEPER or NURSE-
GOVERNESS.
Reply to—
F. B.,
Care of Daily Press Office.
Hongkong, 2nd February, 1901. [a49]

THE BRITISH NORTH BORNEO CO.
APPLICATIONS are invited for the
POSITION of SUPERINTENDENT
of PUBLIC WORKS and GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [a339]

JURY LIST, 1901.
NOTICE is hereby given that pursuant to
the provisions of Section 6 of the Jury
Consolidation Ordinance, No. 18 of 1887, I
have this day caused to be posted, at the chief
entrance to the Court House, a List of all
Persons ascertained by me to be liable to serve
as Jurors. The names of Special Jurors are
shown therein in italics.
The said list will remain so posted until the
15th instant, in order that any person may
apply by notice in writing to me requiring that
his name or the name of some other person may
be respectively either added to or struck off
from the said list upon cause to be duly assigned
in such notice.
J. W. NORTON-KYSHE,
Registrar.
Supreme Court,
Hongkong, 1st February, 1901. [a408]

DAVID CORSAE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPULING
ARNHOLD, KARBBERG & CO.,
Sole Agents.
3190

NOTICES OF FIRMS
NOTICE.
WE have This Day Appointed MESSRS.
WATTS, EDWARDS & CO., of
Hongkong, our Sole Agents for that City,
South China, and Manila for Messrs.
O'NEILL, WARNEFORD & CO.,
London, 19th January, 1901. [a278]

WANTED.
BY A YOUNG MAN, EVENING WORK,
whether in the line of Bookkeeping,
Revising of Accounts, Typewriting or General
Office work. Hours—5.30 to 8 o'clock.
Apply to—
Care of Office of this Paper.
Hongkong, 6th February, 1901. [a425]

INSURANCE
THE
STANDARD LIFE ASSURANCE CO.
POLICIES UNCHALLENGEABLE.
Policies are unchallengeable after two years
duration, on any ground connected with the
original documents, if age has been proved.
Forms of Proposal and all particulars may be
obtained from
DODWELL & CO., LIMITED,
Agents.
Hongkong, 9th November, 1899. [2—1873]

HOTELS.
HONGKONG HOTEL
A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE. [50]

THE PEAK HOTEL.
City Office: 7, Duddell Street. [93]
HOTEL CRAIGIEBURN.
PLUNKET'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [53]

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMI-
LIES by the DAY or MONTH. [52]
THE CONNAUGHT HOTEL.
A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Ma-
nagement.
Terms Moderate. A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [52]

KOWLOON HOTEL
THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deligh-
ful Garden, it is an ideal place of Residence.
The building stands on an elevated site, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBOENE, J. H. DOWNS,
Proprietor. Manager.
Hongkong, 8th September, 1900. [3006]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establish-
ment is pleasantly situated in the centre of
PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

NOTICE.
JUST ARRIVED ex s.s. *Albion*, a new
consignment of the famous SINGER'S
No. 39, HAND SEWING MACHINES.
GEO. R. STEVENS & CO.,
Agents.
2, & O. Offices, Praya Central.
Hongkong, 1st February, 1901. [388]

INTIMATION.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

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of us lastly concluded to have been crushed. Until some important change comes over the face of affairs in South Africa, there is very little which can be said with profit by those who are not in the confidence of the authorities, and the latter naturally say little or nothing while their schemes are but half carried out. An indefinite protraction of the present condition of things is impossible to conceive and cannot even be desired by the friends of the Boers. Matters have now reached such a pass that there can be but one end. It was because the remarks quoted in our columns yesterday illustrated this that we deemed them worthy of notice.

The English mail of the 5th January was delivered in London on the 2nd inst.

During the 24 hours ending at noon yesterday a case of plague (Chinese) was reported in the colony, ending fatally.

The Japanese Emperor has bestowed a sum of 2,000 yen on the family of the late Baron Ito, the botanist, in recognition of his eminent services in the cause of science.

Sir Claude Macdonald, British Minister to Tokyo, accompanied by Lady Macdonald, was received in audience by their Majesties the Emperor and Empress on the 21st ult., when the Minister presented his credentials.

We have received from Messrs. Noronha and Co. a very neatly got-up pocket-book for the forthcoming Jockey Club Race Meeting. Bound in a limp green leather cover, adorned with gold, and fitted with a pencil, it is extremely serviceable.

We call attention to the lecture under the auspices of the Navy League in the Chamber of Commerce Room, City Hall, next Tuesday evening. Capt. G. C. Anderson will speak on "Imperial British Interests in the Far East and the Needs of the Navy." Ladies and members of the general public are invited to be present.

It is reported that the island of Tsukiwotao, a small island lying at the entrance to the harbour of Chomajio, has been purchased by the Cerean Government for 70,000 yen, from its owner, a Japanese named Yoshikawa. It appears that the Japanese originally paid 20,000 yen for the island, which was sold to him by a Cerean.

A telegram received by the Japanese Government states that the first-class battleship *Hatsuse*, which has been completed in England for the Japanese Navy, was handed over to the Japanese Commissioners on the 18th ult., and was to leave for Japan on the 27th ult. It has not, however, left yet. The battleship is of 15,240 tons displacement, with a speed of 18 knots.

The *Japan Herald* records that on the night of the 23rd ult. at the General Hospital, Yokohama, Charles Emil Leopold breathed his last. He only a few months ago emerged from the Hongkong prison, where he had expiated the sentence passed upon him by H.B.M.'s Court for Kanagawa for obtaining large sums of money under false pretences. He was only 39 years old.

Mr. J. H. Longford, H.B.M. Consul at Nagasaki, has issued a circular informing the heads of the various Government offices that Mr. J. T. Wain, of the British Consulate of Kobe, has been appointed First Assistant and Pro-Consul at Nagasaki, in place of Mr. J. B. Rentiers, who has been transferred to the British Legation at Tokyo. Mr. Rentiers has left to take up his duties in the capital.

The stringent measures adopted by the Nagasaki authorities for the suppression of the cattle disease are apparently of no avail, says the local *Press*. Further cases of the disease were reported at Nakanofuta, between Oura and Koshima, and the infected animals, and the remainder of the same herd, numbering 37 in all, were destroyed by the authorities at Kasenba on the evening of the day. The pest is spreading very rapidly in the town and neighbourhood.

Some time ago some prominent resident of Nagasaki and Mogi applied to the authorities for permission to construct a railroad between Nagasaki and Mogi, a distance of some five miles. The application was, however, subsequently withdrawn, as the designs were found to be defective. The original plans were for a cable-car, but the promoters have now decided to construct an electric railway. It is stated that another syndicate has a similar undertaking in view, and that application has been made to the authorities for permission to survey the route for the enterprise.

It is stated, says the *N.C. Daily News*, that the troops formerly under General Tang Fushang at Peking, some 10,000 in number, who were afterwards taken away from him at Hsian, in November last, at the time the said General was ordered to go to Kansu, are to be placed under Viceroy Wei Kuangto, transferred at the time from the Shen-Kan to the Yunnan and Kweichow provinces. As Viceroy Wei has not gone south as at first intended, the placing of these extra troops under him means that his new duties will be to serve as a guard to the Refugees, Court in its march to whatever city may be chosen as the future capital of the Manchukuo dynasty. It is freely reported in Hsian that the idea of the *Empress Dowager* and her *Chief Eunuch*, Li Chuan-shan, in sending the troops to the Yunnan provinces, is due to their desire to pit these strong arms of Fong Tsai-ting against the Allied troops, should peace negotiations be broken off, as is fully expected amongst the Conservatives at Court.

It is reported that the *Goa* of Baroda, with the *Maratha* and their three sons, will visit China this spring.

Provision is being made by Government for the entertainment for another year of experimental balloon sections now on service in China.

Mr. C. G. Bayne, who has been officiating during Sir Edward Symes' absence, has been appointed to succeed him as Chief Secretary to the Government of Burma.

The British cruiser *Highflyer*, the flagship of Admiral Bosanquet, on the East Indian station, which has recently visited Rangoon, has proceeded to the Persian Gulf.

In a match for the billiard championship of Great Britain, 9,000 up, H. W. Storer has beaten C. Dawson, the holder of the championship, by no fewer than 2,054 points.

The hospital ship *Guatior* is en route to China from India for the second time. According to present arrangements she will now remain in Chinese waters till the withdrawal of the Allied troops.

Among the list of officers previously posted for service in China, who in consequence of the trend of events have been ordered home, is Major Kirkpatrick, Assistant Adjutant General, Burma District.

The following additional appointments have been made to the Staff of the China Field Force by Lieutenant-General Sir Alfred Gaselee, commanding—Colonel L. R. H. Campbell, I.S.C., Base Commandant, to be General Officer in Charge of Communications; Lieutenant-Colonel J. C. Swan, I.S.C., to be A.A. and Q.M.G. Lines of Communication; Brevet Major T. E. Scott, D.S.O., 1st Sikh Infantry, to be Commandant, Lines of Communication; Captain R. B. Low, 5th Bengal Cavalry, Provost Marshal, to be Camp Commandant at Headquarters in addition to other duties; Captain A. W. S. Wingate, 1st Chinese Regiment, to be D.A.A.G. for Military Intelligence; Captain McC. R. Ray, 7th Bengal Infantry, Field Intelligence Officer, to be D.A.A.G. Lines of Communication; and Captain G. F. S. Menzies, 1st Chinese Regiment, to be D.A.Q.M.G. Lines of Communication.

The serious outbreak of cerebro-spinal meningitis, which occurred amongst emigrant coolies at Garden Reach last year, is described by Major Brown and Lieutenant Rogers, I.M.S., in the current number of the *Indian Medical Gazette*. The disease appears to have been introduced by arrivals from the North-West Provinces, and was so rapidly fatal in many of the cases that it was more than once diagnosed as plague. In some instances coolies, previously quite well, died within five hours of being attacked. In others recovery took place only after protracted suffering. There were also a certain number of mild cases in which the patients rapidly threw off the disease. The malady proved to be exceedingly infectious, the poison, as in plague, clinging to the building in which cases had occurred. Major Brown ultimately got rid of the evil in one of the Garden Reach sheds where it had been worst, by unroofing the structure, digging up the floors, and washing down the walls with perchloride of mercury, and afterwards with lime.

THE KING'S MESSAGE.

A Government *Gazette Extraordinary* published yesterday contains the following telegram to H.E. the Governor from the Secretary of State for the Colonies, dated London, 5th February:—

His Majesty commands me to transmit the following message to you for publication:—To my people beyond the seas. The countless messages of loyal sympathy which I have received from every part of my dominions over the seas testify to the universal grief in which the whole Empire now mourns the loss of my beloved Mother. In the welfare and prosperity of her subjects throughout Greater Britain the Queen ever evinces a heartfelt interest. She saw with thankfulness the steady progress which under a wide extension of self-government they had made during her reign. She warmly appreciated their unflinching loyalty to her throne and person, and was proud to think of those who had so nobly fought and died for the Empire's cause in South Africa. I have already declared that it will be my constant endeavour to follow the great example which has been bequeathed to me. In these endeavours I shall have a confident trust in the devotion and sympathy of the people and of their several representative assemblies throughout my vast Colonial dominions. With such loyal support I will with God's blessing solemnly work for the promotion of the common welfare and security of the great Empire over which I have now been called to reign. (Signed) Edward, R. and I."

DISASTROUS FIRE AT KOWLOON.

850,000 DAMAGES. A disastrous fire which had a very trivial origin took place at Cheung Sha Wan on Tuesday. At about half-past nine in the morning an old woman who resided in a mat-shed was standing over the fire preparing some food for her pigs when some sparks which flew about set the mat-shed ablaze. The adjoining mat-sheds, which were piled up with goods, were also ignited, and then the launch-building shed of Ngai Sun and Co. caught fire. The flames spread with great rapidity. In addition to a large amount of loose timber, two launches were completely destroyed and a third one partly demolished. It is estimated that damage to the extent of 850,000 was done. The premises were not insured. The Fire Brigade from Yau-mat Central Police Station, the floating engine from Tai Tam Tse Tsui, and a couple of manuals from Li-chi-ko, were busily engaged for some time, but were unable to save the launch-building place.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 6th February, 8.7 p.m.

MOVEMENTS OF SHIPS.

H.M.S. *Barfleur* is overdue here. H.M.S. *Alacrity* sails to-morrow.

THE ENVOY TO LONDON.

Pai Shih, formerly Literary Chancellor at Canton, has been appointed special envoy to London to condole with and felicitate the King.

RUSSIA AND THE RAILWAY.

The Russians under orders are restoring train loads of material and plant seized at the Tongshan and Shanhaikwan railway works.

LONDON, 5th February, 6.20 p.m.

U.S. MINISTER'S REPORT ON NEGOTIATIONS.

Mr. Conger has informed the Department at Washington that in the negotiations at Peking Austria, Italy, Belgium, and Spain almost invariably support Germany, while Great Britain usually sides with Germany, thus leaving the United States, Russia, and Japan in a minority.

GENERAL NEWS.

LONDON, 5th February, 6.20 p.m.

KAISER DEPARTS—REMARKABLE DEMONSTRATION.

The King and Kaiser returned to London, and the Kaiser subsequently departed, on his way to Germany. There was a remarkable demonstration, thousands lining the route along which he passed and cheering heartily.

RUSSIA'S NAVAL BUDGET.

The Russian naval budget amounts to 97,097,666 roubles.

REUTER'S SERVICE.

LONDON, 4th February.

THE OPERATIONS IN BRITISH SOUTH AFRICA.

A combined movement of several commands in the Orange River Colony is officially announced and a fresh invasion of Cape Colony is anticipated. The garrisons south of the Orange River have been warned to be on their guard. A proclamation from the Governor of the Cape appeals to all Britishers to assist the authorities, in view of an anticipated considerable invasion. A thousand Boers have captured a post at Meddersfontein, south-west of Krugersdorp; an attempt to relieve the post was unsuccessful. The officers and men captured are arriving at Vereeniging.

HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. The President (Hon. R.D. Ormsby, Director of Public Works) occupied the chair, and there were also present the Vice-President, Hon. F. H. May, C.M.G. (Captain Superintendent of Police), Dr. Bell (Acting Principal Civil Medical Officer), Lieut. Col. Hughes, R.A.M.C., Dr. Hartigan, Mr. E. Osborne, Dr. F. Clark, (Medical Officer of Health), Mr. Chan A. Fook, and Mr. G. A. Woodcock (Secretary).

A NUISANCE DOWN WEST. Correspondence was submitted regarding the unsanitary condition of the Canton and Macao Steamship Company's wharf. Dr. Clark stated that he could only suggest after three months' trial, that the Board should recommend the Government to remove the wharf at once, and to erect a suitable brick wharf lined and paved with glazed tiles, opposite the permanent Canton wharf, such wharf to have at least six recesses.

THE PRESIDENT observed that an intercepting tank had now been fixed. Dr. CLARK said that as they had now provision in the estimates this year for the erection of a number of suitable urinals, he proposed that the Board recommend the Government to erect a brick wharf with no less than six recesses in the immediate neighbourhood of the Canton Wharf and the small iron wharf be removed.

Mr. OSBORNE seconded, and the motion was carried. THE SUGGESTED ADDITION TO THE STAFF AT KENNEDYTOWN. A letter, dated January 16th, was submitted from the Colonial Secretary, who said:—

"I am directed to inform you that His Excellency the Governor has again had under his consideration the question of the appointment of an additional Inspector for the city Slaughterhouse and Animal Depots, and has decided that before making any recommendation on the subject to the Secretary of State, the Captain Superintendent of Police shall be authorised to station police at the Depots at night to fulfil the duties of watchmen and supervisors. I am to request you to report after a reasonable period has elapsed whether the Board considers that the system works in a satisfactory manner. I am also to inform you that the Government is about to consider the question whether it might not be advisable to place the Slaughterhouse under the immediate supervision of the Sanitary Board in the same manner as the Depots, and has instructed the Captain Superintendent of Police to confer with the Colonial Veterinary Surgeon on the subject and report thereon to the Government."

Dr. Hartigan intimated:—"So long as the work is done, it does not matter who does it." POLICE SUPERVISION OF THE ANIMAL DEPOTS AT KENNEDYTOWN. Replying to a letter from the Board forwarding a recommendation from the Colonial Veterinary Surgeon that the Animal Depots at Kennedytown should be placed under police supervision from the hour of 6 p.m. to 6 a.m. daily, the Colonial Secretary wrote:—

"I am directed to inform you that His Excellency the Captain Superintendent of Police has agreed to increase the supervision of the Depots at Kennedytown, and that it is hoped this will prove effective in preventing the irregularities complained of."

Replying to the letter of the Board forwarding the request that the Government should give directions prohibiting the erection of stalls and footpaths by so-called hawkers, who should be restricted to bona fide hawking, the Colonial Secretary wrote:—

"I am directed to inform you that, in view of the fact that the policy of allocating certain positions to hawkers where they can be easily supervised, and can cause no real obstruction is adopted all over the city, His Excellency has no reason to interfere with the discretion of the Captain Superintendent of Police. His Excellency has ridden frequently through the lanes mentioned in the Wharf and Kitchen, and has seen the hawkers working coolly, and in His Excellency's opinion their removal would impose a hardship upon that class and increase the cost of their living. They offer no obstruction to light and air, and these lanes are only used by foot-passengers there is practically no obstruction to the traffic."

Dr. HARTIGAN said it seemed to him that in this communication His Excellency's good nature and Irish kindness of heart had made him look leniently on a practice which, though its prohibition might entail the temporary inconvenience of the hawkers, and undoubtedly by its continuance did serious injury to the drainage system. It appeared to him that in this letter undue prominence was given to the question of street obstruction, which though unquestionably a nuisance in the ordinary acceptance of the term, was only really harmful through its results. What the Board wished to put an end to was the obstruction underground, the blocking of the drains and the consequent sagging back of fetid sewage, which might be seen oozing up through the street ventilators and overflowing from the man-holes into the kitchens and backyards of Chinese houses. Dealing vegetable matter, as was well known to them, formed even more offensive sewage than animal refuse, and had the further more serious objection that its fibres, which long resisted decay, tended to encourage the deposit of the more consistent portion of the liquid sewage, and bound the whole into a thick, tough putrescent mass, which then formed an admirable plug for a pipe-drain. Now this was precisely what happened wherever these coiled out-door restaurants were situated. Any of them could establish the truth of this fact by walking along Bridges or Aberdeen Streets near Victoria College, or the streets in the neighbourhood of the Eastern Market, Elgin Road, Kowloon, or the Hungshou Village. In these places when the sewers were being cleaned great quantities of black stinking slush were removed. He had stood over the man-holes when the cleaning plug had been dragged through the drain with the greatest difficulty and had seen, after summer drought, the dried concentrated mass being actually gouged or scraped out of the drain pipe. This stoppage was not due to insufficient fall, for though at Hungshou and Wanchai the gradient was small, at Aberdeen Street it was very steep. This blocking constituted a public danger, rendered nugatory the advantages of their very expensive drainage system, and as furthermore they must of course bow to His Excellency's decision, they must endeavour to minimise its injurious results. He would ask the Board to request the sub-committee for sanitary improvements in Victoria to give this matter their immediate attention, and draw up some scheme by which proper existing houses could be provided, or devise some practical plan by means of which the sewage could be prevented from getting into the drains, which they could ask the Government to put in force.

Mr. OSBORNE said that as one of the committee who drew up the report which gave rise to this correspondence he should like to say that he agreed with Dr. Hartigan. He did not think His Excellency the Governor had clearly understood the recommendations they made in their report. He did hope notwithstanding this decision of His Excellency, that the matter would be seen to by the Captain Superintendent of Police, and that his would see his way to put some check upon the hawkers at Wanchai. The Hon. F. H. May said in report of Messrs. Osborne and McKie was referred to him, and when he went down to inspect the streets complained of he found that the hawkers had been turned out of Wing Fung Street. He admitted that they ought not to have been allowed to congregate there. The policy of the police was that in streets which were frequented and traversed almost entirely by Chinese hawkers were allowed to squat, but they were not allowed to squat in streets where Europeans resided or which were frequented and traversed by Europeans. Wing Fung Street was such a street. He admitted that he was in a way on the part of the police—or they might call it neglect of duty—in allowing the hawkers to congregate there. That was stated in his report. He thought the street His Excellency referred to was Nullah Lane, a street exactly behind the Wanchai Market. That was a street which was entirely used by Chinese, and it was a street which His Excellency frequently rode down. This street was about the only place where coolies who went out at four o'clock in the morning could get a bit of breakfast, loaves, and shoes, not being able to afford to go to the stalls in the streets in the great European cities, including the first city of the world—the city of London—and upon his word of honour, he could not see that they did any harm. He might state incidentally that where hawkers were allowed to squat the police and there were special police told off for the work—saw that the hawkers swept up the refuse, and he ventured to say that if any member of the Board chose to go down Nullah Lane or Cross Street—the other two streets complained of—at any nine o'clock in the evening, when the hawkers had done their day's work, they would find the street swept and garished and as clean as Queen's Road at the bottom of that building.

THE PRESIDENT asked Dr. Hartigan if he was content to leave the matter there. Dr. HARTIGAN said no. The blocking of the streets was a minor matter. He did not approve of it, but what he complained of particularly was the blocking of the drains. No doubt all the rubbish was swept up, but it found its way into the drains. He asked the M.C.O. if the hawkers had not complained over and over again about the blocking of the drains in those streets.

It was understood that the committee should take the matter into consideration without a formal resolution. THE NUISANCE ON THE HILLSIDE AT KENNEDYTOWN. Replying to the letter forwarding the recommendation of the Board that measures should be taken to remedy the dangerous nuisance existing on the hillside at Kennedytown, above and in proximity to the new Infectious Hospital, and also the dangerous swamp situated at the foot of the hill, the Colonial Secretary wrote:—

"I am directed to inform you that His Excellency the Governor has received a report upon the site from the Hon.able the Director of Public Works and the Acting Principal Civil Medical Officer, who visited Kennedytown on the 9th January, to the effect that there is no swamp beside the glass works and below the Infectious Hospital. The place so described is a dry building lot, though from the description given in your letter it cannot be positively ascertained whether you refer to Island Lot 1,082 or Island Lot 1,298. The latter, being below the level of the road in places, may in wet weather form a stagnant pool; but this only remedy for this is to have the owners, who will be asked to take preventive measures. There is, however, a stream running past the site and into a swamp above the site which Dr. Hartigan appears not to have noticed; but it will be impossible to do anything in the case until the foundations and retaining walls of the new Hospital are complete, when this water can be run along a paved gutter to the back and the swamp can be filled in. The stream arising from the hillside seems to be due to the practice of putting off blocks, pieces of skin and hair (chiefly of goats) to dry, and His Excellency suggests that this practice should be put a stop to by the officers of the Sanitary Board. The Director of Public Works and the Acting Principal Civil Medical Officer report that in no case was there any small stream from the hillside, nor were any portions of land below the Infectious Hospital, and the Director of Public Works, however, suggests that the Government should be more deeply buried in order to obviate any chance of a nuisance in the future. In view of the report of the Director of Public Works and the Acting Principal Civil Medical Officer, His Excellency is of opinion that the site for this Hospital is not unsuitable and is the most convenient which could be found for the purpose for which it is intended."

The following minutes were appended:— Dr. Clark:—"I cannot understand how the Hon. D.P.W. and the Acting P.C.M.O. failed to see the swamp indicated in Dr. Hartigan's motion and in the Board's letter of December 21st, 1900. I have been down to Kennedytown today (January 25th) and found a swampy ground and pools of water in the waste land called Cadogan Street immediately to the west of the old glass works, while to the south of the remaining portion of the lot occupied by the silk works is a flourishing water-cress bed, which can only be traversed by brick stepping stones. To the south of this again is the land marked on the map as Foxes Street, which is also water-logged. A reference to the attached map will explain this, and I do not see how the locality could have been better described than 'beside the old glass works,' as the swampy land can be traced from the P.C.M.O. works, past silk works and round into Foxes Street. It cannot be said that any rain has fallen lately, and yet the water-cress beds are in a most flourishing condition, and there are pools of water here and there over this area. I did not observe any stretch there today, but it was undoubted when the committee of the Board, consisting of Dr. Hartigan, Mr. McKie, Mr. Tooker, and myself visited it on September 14th last."

Mr. McKie:—"It would be interesting to see the report of the D.P.W. and the P.C.M.O. They cannot have been to the same place that I inspected." Dr. Hartigan:—"I regret to differ in toto from the report as given in this letter. I was over the ground yesterday (January 25th) and it was still a swamp both above and below the silk. There are none so blind as those who will not see. If His Excellency does not believe the report of the Board's committee let His Excellency appoint an independent one. I had no object in stating anything but the truth, and am supported by the Board's Surveyor's report as well as by the minute of the M. O. H."

The PRESIDENT said that before going further in this matter, and with a view possibly to prevent a good deal of speaking on the subject, he might say that the P.C.M.O. and himself were entirely misled by Dr. Hartigan. He described this swamp here as being a malarious swamp situated beside the old glass works and below the site of the Hospital. The P.C.M.O. and himself went to the site of the old hospital. The land beside it was not a swamp but a hillside, which was being cleared. It belonged to Mr. Dorajev, Novorossie. They then went below the Hospital, and took the direction of the glass-works, where there was some land owned by Mr. Chater. He had since learned that the site mentioned by Dr. Hartigan had nothing to do with the glass works but was below the silk works, 500 or 600 feet away from the old Hospital. Dr. BELL quite agreed with the President. The day they inspected the place they did not see this site on account of the vague description. He went down on Saturday, and saw what he thought was the site mentioned by the M.O. H. He thought the man there had a swampland license and was trying to grow vegetables. Of course where there was water-cress there was a swamp. If they had seen that they might have recommended that the swampland license should be cancelled. Dr. HARTIGAN said for fear of being misunderstood he should like to state, before commenting on this letter, that when he raised the question of the unsanitary surroundings of the proposed site for the Kennedytown Infectious Hospital he did not know by whom the intended site was chosen. He supposed some officer of the P.W.D. had selected it, but had no idea that the P.C.M.O. had been consulted. In fact, such a question would be thought to have been referred to the M.O. H. as the official responsible for sanitation. Having thus promised, it certainly seemed to him a most unusual proceeding to depute the two officers responsible for the selection and who at that Board had maintained that the objections pointed out by him did not exist, to report upon their own actions, and in fact call on them to presumably condemn themselves. The PRESIDENT said he had nothing to do with the selection of the site. Dr. HARTIGAN, continuing, said at all events the site was chosen. He brought up objections to

are speaking I think of a member of the Board and the Colonial Secretary.

Dr. HARTIGAN said he was speaking of the gentleman who had signed the letter.

The PRESIDENT—I do not think you should speak of him in that way.

Dr. HARTIGAN—I will withdraw any part which you consider wrong, but I maintain that the same sort of thing has been inserted in previous letters. If I have said anything which is not in accordance with the etiquette of the Board I withdraw it.

The Hon. F. H. MAY—As far as my memory goes he said the writer of the letter was an opponent of every sanitary reform and a master of casuistry, and I think that is most unbecoming.

Dr. HARTIGAN—I beg to say most emphatically that I said nothing of the sort. I said opponent of this Board.

The PRESIDENT—And a master of casuistry.

Dr. HARTIGAN—Yes.

The PRESIDENT—I think these words should be withdrawn.

Dr. HARTIGAN—I will not withdraw "opponent of this Board," but I will withdraw "master of casuistry," if you think the expression offensive. I am sorry so much heat has been engendered.

Dr. HARTIGAN had not proceeded much further when he was again called to order. He said—This whole correspondence is further proof of the folly of striving against the official phalanx which can never be won. You as officials—I draw that the district are all equally masters of evasion and equivocation.

The PRESIDENT—Order, order, order! This is a very wrong way for you to speak, Dr. Hartigan.

Dr. HARTIGAN—Do you object to the word "evasion?"

The PRESIDENT—It is a very improper word. The Hon. F. H. MAY—I object to the word "equivocation." I am not accustomed to being called a liar, and I ask Dr. Hartigan to come outside and call me one. I consider it nothing less than an insult to charge members with being guilty of equivocation.

Dr. HARTIGAN—I expected the President to call you to order when you asked me to come outside, but as he did not ask you for him.

The PRESIDENT—I think so.

Dr. HARTIGAN (there being no response from Mr. May)—We will pass it over then. They use certain means as officials which they scorn in their medical capacity to use.

The PRESIDENT—That is absolutely deny. I consider that most insulting too.

Dr. HARTIGAN—I am very sorry.

The PRESIDENT—Have you any resolution? We have really a great deal of business to go through.

The Hon. F. H. MAY also objected to Dr. Hartigan proceeding, adding: "He has no resolution before the Board. He has been remonstrating about what he means I don't know, and I am sure nobody else does."

Dr. HARTIGAN said he was sorry if the Board had not read the report which he was taking point. In conclusion he said: "I have spoken strongly, for I felt deeply that an endeavour has been made to cast, publicly and officially, an unwarranted slur on our straight-forwardness and veracity. I make no motion, believing it would be useless."

The subject then dropped.

THE WATER SUPPLY.

Replying to a recommendation of the Board, the Colonial Secretary wrote:—

"I am directed to inform you that the Principal Civil Medical Officer has been instructed to furnish the Sanitary Board regularly with a copy of the Government Analyst's monthly report on the condition of the water supply of the colony."

THE LIGHTING, ETC., OF THE NEW WESTERN MARKET.

A report by Mr. Laddie (Colonial Veterinary Surgeon) as to the lighting, etc., of the proposed new Western Market was submitted. Mr. Laddie said that as no plan of the elevation of the building was given with those which he received he was unable to offer an opinion on the lighting of the building. The situation of the proposed new building was a good one, but the area of the plot upon which it was to stand was far too small. The number of shops and stalls shown in the plans was 108, as against 160 in the old market. The poultry shops numbered 12, as at present, but instead of getting 432 square feet each as they get in the old market, they would only get 168 square feet. The total stall area shown on the plans was 7,800 square feet and of this 6,450 would be required for 15 poultry shops, thus leaving 1,350 square feet, which ought to be also utilized to provide room for three more poultry shops, for further expansion of trade. The poultry shops would thus absorb the whole of the space in the new building, and this left 148 other shops and stalls to be provided for in the second of the proposed new markets, which he understood was to be erected upon the site of the present Harbour Office. The total area of the present Western Market was 28,850 square feet, with a stall area of about 15,000 square feet, but the area of public thoroughfares were far too narrow and much more space was really required. This was shown by the new plans—here they had 23,124 square feet total area of both floors and only 7,970 total stall space. Hence as the area of the plot of ground upon which the present Harbour Office now stands was 8,200 square feet the available stall space of a second new market built upon it, supposing it to be composed of two floors and arranged upon a somewhat similar plan to the present Western Market building, would be about 5,470 square feet. This added to the total stall area given of the first new market was 13,440 square feet, being even less than the stall area contained in the old Western Market. If the views of the present tenants as to the accommodation required have not yet been obtained, he recommended that this should be done through the Registrar General, not necessarily with the view of embodying all the stall holders' suggestions, but to gather their general views upon the subject, and to meet them as far as possible. Should it be the intention of the Government to place the proposed new building under the charge of a European, as in the case of the Central Market, he begged to point out that the bedroom accommodation shown upon the plan—viz., 12 ft. 9 in. by 10 ft.—appeared to him to be very inadequate, and would be felt sure be found very hot and uncomfortable during the summer months. In conclusion Mr. Laddie said:—

"From the figures given above it may be gathered that I am strongly of opinion that the two proposed new markets which it is intended to erect as a substitute for the present Western Market will not at all meet the requirements of the case, and that they will not, both included, provide, as much stall and shop accommodation as already exists in the old market. It is a very great pity indeed that a fine two-story building was not erected upon the site of the present Western Market, which is admirably situated and adapted to such a purpose, and that the proposed new building as shown upon the plans was not added as a supplementary market. Then the requirements of the Western District would have been met for a good many years, whereas the present arrangement will leave the situation, so far as stall accommodation is concerned, in much the same position as it was

before, even if not worse. Note—There is a very large wholesale poultry store in Saiyung-ping, which requires 1,100 square feet or three shops."

The following minutes were appended:—

Mr. McKie:—Mr. Laddie's report discloses a most unsatisfactory prospect which fortunately it is not too late to take steps to improve.

Dr. Hartigan:—This requires most serious consideration. We require very much more not less accommodation than at present provided. Every member of the Board is agreed as to the insufficiency of market accommodation.

Mr. Osborne:—"Mr. Laddie's report is a revelation, and if the New Western Market is to be saved from becoming a fiasco the whole question will have to be considered de novo."

The Hon. F. H. MAY:—"This report is misleading. The site of the new market was chosen by a committee on which the M.O. H. had a seat, to say nothing of the D. P. W., Mr. Crompton, Mr. Wai Yuk, and Mr. Basil Taylor. Let us have the plans explained to us by the D. P. W."

The PRESIDENT—I can now see it was a mistake referring these plans of the Western Market to Mr. Laddie, and I should have opposed it at the time. The Governor has agreed to let the Board see the plans of such buildings, and make suggestions, but I do not think it is ever contemplated that the Board should pass these on, not even looked at, to one of their subordinate officers for report. I presume the Board do not expect me to enter into a controversy with Mr. Laddie, who has many suggestions of his own, who is an Associate of the Royal Institute of British Architects and a first-class honours model for designing and constructing at Kensington.

In consultation with the Medical Officer of Health, the Colonial Veterinary Surgeon, and myself he has provided against the mistakes made in the Central Market designs, and in my opinion has done his work extremely well. It is simply absurd that his plans should be submitted for the criticism of a veterinary surgeon. I have no wish whatever to reflect on Mr. Laddie's abilities in his own line, and would be very sorry indeed to put any opinion against his on anything connected with the treatment of animals, but he should not meddle with architecture. If the Board are desirous of having the plans of the Western Market again put on the table, I shall ask the architect, Mr. Fisher, to attend here and explain any points wished for.

In reference to those plans, Dr. Bell had the following two questions down on the paper:—

(1.) Were the plans for the new Western Market submitted to the Sanitary Board, and so, when? (2.) Were any improvements in the plans suggested by the Board, and if so, in what direction? View of the President's statement, however, he now asked leave to withdraw them, as they had been put under a misapprehension.

Mr. OSBORNE was of opinion that it would be a very excellent plan to have the Public Works Officer there to explain the plans. At the same time, the Board would be waiting in duty if it were to entirely pass over Mr. Laddie's criticisms. These criticisms were really dealing with facts, and one of the most important of these facts was that the accommodation to be provided by the new site was not such as to be at all adequate in the old Western Market. One of the chief reasons for building a new market was to provide more accommodation, and if the colony were to be given, in place of the existing one, a new and handsome building, but with less stalls than the present market, it would most certainly be a retrograde movement. It would therefore be advisable, before agreeing that the new building be commenced, to satisfy themselves on that point. It had been said that by and by they would get the site of the Harbour Office. No definite promises, however, had been made to that effect, and considering the trouble encountered in getting the market accommodation increased, there did not seem much chance of their getting that site.

The Hon. F. H. MAY said he had never been contemplated that the site in front of the Harbour Office would in itself be sufficient. The sites recommended were two in front of the Harbour Office and that of the Harbour Office when it was removed. He suggested that the Government be asked to let the Board see the report, when the matter could be fully gone into.

This proposal was adopted.

BY-LAW 18 OF THE DRAINAGE BY-LAWS.

The following letter from the Colonial Secretary was submitted:—

"In reply to your letter of the 18th January, I am directed to enquire whether, in view of the fact that it may not always be possible to have a straight drain under the conditions existing in Hongkong, it would not have the same effect of the words 'wherever possible' were deleted and the words 'unless the written permission of the Sanitary Board Surveyor has first been obtained to lay it otherwise' were substituted in bye-law 18 of the Drainage By-laws."

Dr. CLARK said he himself saw no objection to the deletion of the words "wherever possible," and he did not suppose that the Sanitary Board Surveyor had.

The PRESIDENT thought the attention as suggested in the letter would be most met the case, and proceeded to put to the Board the resolution embodying the alteration.

This was agreed to.

THE HEIGHT OF BUILDINGS.

Dr. CLARK had given notice of his intention to move.

"That the Board again direct the attention of the Government to the urgent necessity for amending the law governing the height of buildings, and beg to recommend that no building be permitted to be erected in future to a greater height than one and a half times the width of the street on which it fronts."

Attached to the notice was the following minute by Dr. Clark:—

"In view of the proposed consolidation of the Building Ordinances at an early date, and the grave importance to the sanitary welfare of the colony of the question of the height of buildings, I think the Board should not neglect this opportunity of again urging upon the Government the absolute necessity of amending the existing law upon this point, if the colony is to be preserved from future epidemics of those diseases which are fostered by want of light and air. There is probably no other British colony or possession in the world where a building can be put up to a height of 40 feet in a lane only 14 feet wide. The whole of the recent sanitary enactments are being justified by our present rules as to the height of buildings, for the Chinese and other property owners have at last begun to realize that where they have a two-story building the law allows them to put a three or four-story one, and during the past two or three years an enormous number of plans have come in adding to the height of existing buildings or replacing the two-story buildings by more lofty ones."

Dr. CLARK said that since giving notice of this motion the report of the recently appointed committee on sanitary improvements in the City of Victoria had been handed in, and that report had quite taken the wind out of his sails. It represented his views exactly, and he wished

to ask the permission of the Board to withdraw the resolution.

The PRESIDENT—I presume the Board has no objection?

Dr. CLARK, proceeding, said that arguments with regard to the height of building had been gone over so frequently that it seemed almost unnecessary to go over them again. He then proceeded to treat of the various points raised in the report, and ended by moving its adoption, adding that it be sent to the Government with the strongest recommendations of the Board for its early adoption.

Mr. OSBORNE said he should like to bring to the notice of the Board one point in connection with this matter. The central part of the city, between Pudders' Wharf and the Naval Yard, was the only part devoted to public buildings, offices, and so on. There was no room for expansion eastwards, towards the Naval Yard, and very little room for expansion westwards, on account of enormous possession of land for Chinese houses. Therefore, if accommodation was to be provided for expansion at all, it must, in these instances, be in the height of the buildings. He did not think that any regulations meant principally to apply to domestic buildings should be made applicable to buildings such as those he had suggested.

The Hon. F. H. MAY supported the resolution. When Ordinance 84 of 1899 was before the Board, there was in the original draft of that Ordinance a clause limiting the height of buildings to one and a half times the width of the street; that was what they wanted to get now. He thought, with the Medical Officer of Health, that this was really a most important sanitary improvement, and the time had now come when they should fight as hard as they could to get the law passed.

The PRESIDENT—Mr. Osborne, are you prepared to make an amendment?

Mr. OSBORNE—I don't think it is necessary to make an amendment; incorporate it in the report.

Dr. CLARK's motion was then put to the meeting and carried.

The report was to the effect that the Government should be urged to introduce further legislation on the subject of the height of buildings in relation to the width of the streets on which they front.

In June, 1898, the Board unanimously recommended that no domestic buildings should exceed in height one and a half times the width of the street upon which they front, and they were still of that opinion. In the reports of the Medical Officer of Health would be found particulars as to the excessive surfaces-crowding in the City, reaching in some of the health districts to more than 800 persons per acre—a density of population that compared very unfavourably with that of the large cities of England. It had been clearly shown by authorities on sanitation that the death rate of any district increased with the density of the population. The most densely populated area of London had in 1881-90 200 persons per acre, which was being appreciably increased. Taking health districts 4 to 9 of the City of Victoria, comprising over 200 acres, the density of population amounted to 638 persons per acre, which could not be regarded as satisfactory. The present regulations as to the height of buildings in this colony resulted in deficient light on the lower floors, and this was most prejudicial to health, and encouraged such filthy diseases as bubonic plague. An example of the excessive height to which buildings could be erected was seen in the fact that the buildings on both sides of a lane exceeding by even an inch or two 15 ft. in width, may be raised to a height of 40 ft. In the Liverpool Sanitary Act of 1846 the minimum width of streets permitted was 30 ft., and no building was to exceed in height the width of the street it fronts. The sanitary regulations contained in the Newcastle Improvement Act of 1870 required a minimum street width of 40 ft., and gave the municipal authority more discretion as to the minimum width of footpaths in all cases. In London, it was understood, no building could be erected to a greater height than the width of the street upon which it fronts, without the special permission of the sanitary authority, and similar restrictions were now in force in other large cities of England.

The second question the Committee wished to bring forward was that of the resumption of unsanitary or obstructive buildings. There were many private lanes in the city over one or both entrances to which owners had in the past been permitted to erect dwellings, thus converting these streets into what was technically known as "courts"—the most unsanitary type of building. The Committee recommended that the Government should absolutely forbid the erection of any more of these buildings, and should at the same time proceed gradually with the resumption and demolition of those already in existence. Under the Housing of the Working Classes Act of England, the entire cost of such resumption would fall upon the owners of the remaining houses in such courts whose property would be materially benefited by such sanitary improvements.

Mr. Fung Wai Chuen mentioned—"The recommendations contained in this report appear to me to bear very heavily and unsuitably on one class of the community, who will alone suffer, for the benefit of all the rest. Unless some compensation for the loss they may suffer is offered, I do not see my way to agree."

AN APPLICATION GRANTED.

An application for permission to erect six water-closets and six urinals at the new Club house for the Club Germania was granted.

APPLICATION FOR THE ERECTION OF A BUILDING OVER 76 FEET HIGH.

Messrs. Palmer and Turner, architects, wrote that they were about to erect a block of buildings on Robinson Road, No. 7, at the junction of Des Voeux and Clarendon Roads, which would be over the 76 feet allowed under Ordinance, and they would require that the Board would sanction their building to a height of 100 feet from pavement to parapet wall. The site was rectangular, and the roads were 75 feet wide, so that there was no question of want of light and air.

The following minutes were appended:—

Dr. Clark:—"I recommend refusal. Queen's Building, which is on the sea-front, is only 80 feet in height (not including the dome), and I think the 75 feet is in Hongkong except on the sea front, as the width of the streets is reduced some 12 ft. to 18 ft. by verandahs."

The Hon. R. D. ORMSBY—"I am in favour of sanctioning this. The building might be 112 feet high, namely one and a half times the width of the streets, under the strictest rules in force anywhere."

Dr. Clark:—"The D.P.W.'s minute is not exactly correct, as the rules in force in London are that no building may exceed in height the width of the street on which it fronts, and there the streets are not reduced to 20 feet in width by verandahs."

Dr. Hartigan:—"I agree with M.O.H."

Mr. CHAN A. POOK—"Refuse."

Dr. Bell—"Refuse."

The Hon. F. H. MAY—"Refuse. This comes of giving an inch."

Mr. OSBORNE proposed that the application be granted. The building would have streets on two sides and would be used entirely as offices. Therefore the argument as to surface-crowding did not apply.

Dr. HARTIGAN seconded.

The PRESIDENT supported, and the motion was carried.

RIDDERPET AT NAGASAKI.

The PRESIDENT read a letter from Nagasaki stating that the ship *Ridderpet* had broken out there. The letter was referred to the Colonial Veterinary Surgeon for his information.

THE PLAGUE.

Reports of cases of plague in Singapore, Karachi, and Formosa were submitted.

Dr. CLARK said that with regard to Formosa 79 cases and 46 deaths were reported. He moved that the Board should recommend the Government to declare Formosa infected with plague, so that vessels coming from there could be medically inspected.

The Hon. F. H. MAY seconded, and the motion was carried.

THE HEALTH OF THE COLONY.

The death rate for the week ended January 13th was 16.1, against 17.8 for the previous week and 20.0 for the corresponding week last year. The rate for the succeeding week was 20.0, against 23.0 for the corresponding week last year.

DEATHS IN MACAO.

The deaths in Macao for the week ended January 13th numbered 32, and in the succeeding week 31.

The mortality returns for the week ended 27th January 1900, gave a total of 40 deaths. This was all the business.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

EDUCATIONAL FACILITIES IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 6th February.

SIR,—The speech made by the Bishop in the Diocesan House has created quite a commotion, as will be seen from the correspondence column of the paper. I, being a born subject of Hongkong, naturally feel myself interested in any question pertaining to the welfare of my own people and that of people of other races who are under our protection.

I am not prepared to express my opinions, however meagre and partial they may seem to others, in regard to this all-absorbing topic—for all educational questions are important.

It is a latent desire implanted in the heart of an animal that he should preserve himself in the struggle for existence which, however, in the case of man, is under the Law of Love. Now it is quite natural for the Bishop to say, without premeditation probably, that "he did not believe it was a good thing to put the two races side by side in the school."

Had I been in the Bishop's place I would have spoken the same thing perhaps, but the Bishop had spoken. Anyhow I believe in the fact that the Bishop was actuated by pure motives in proposing such a thing; but pure motives do not necessarily make a thing right. Pure motives must be substantiated by facts and sound philosophy.

It is not enough to have pure motives while facts and principles are all disregarded; and if both of these are against them, it is time for us to put away the question.

The Utilitarian philosophy of Bentham can help us greatly in this question: whether the good resulting from excluding Asiatics in certain schools can counterbalance the evil resulting therefrom. If so I am exceedingly glad to see this carried out to perfection for the sake of mankind at large, even at the expense of my own people; if not, I hope the Bishop and those who have followed in his wake and hailed "the Bishop as a leader in this absolutely essential reform" will reconsider the matter again.

The first point to be noted is the race element involved in this discussion. A glance at the history of the world will convince any one that the so many wars are only the manifestations of hatred between one race and another; and that the obliteration of distinction between races is the one great progress of the world. The Chinese were as ever, one knows, quite anti-foreign, and not anti-Asiatic have they been led to exterminate that idea. It must be every one's desire to see the Chinese living in friendly terms with foreigners; and in order to effect that there must be some way to neutralise this race feeling; and school, I believe, is the great factor to accomplish this, where, when the minds of children are passive and plastic, they may be educated together and then very soon they may forget the race element existing in their hearts. It seems to me that it is the duty of the Government to look more seriously into this important matter and give every facility to that end. Now to exclude Chinese from certain schools means to give against the law of nature and to aggravate the hatred between Chinese and foreigners, and hence the forcible and mutual misunderstandings will be very soon precipitated. The chief work that Christianity has done and is still doing is that of extinguishing out the race element feeling and of consolidating the different races under one Faith, one Feeling, one Sympathy. When I was a school boy, one thing struck me very much and was the greatest pain, and this thing was that the first to persecute Chinese and foreigners was not so plainly and sharply drawn, and was my great desire then to find some means to put a stop to this. Therefore the Bishop, if he knows this, will instead of advocating such so-called reform, lend a helping hand to fuse the two races together and blend their differences in feeling into mutual sympathy.

It is worth noting that man always tends to lower himself down morally; and it is a fact that Chinese at the very beginning generally were what is called "foreigners, and vice versa, which is a most deplorable thing. The Bishop and his followers might justly denounce such an inferiority, and infer from it that Europeans should have separate schools, whereby they may not be contaminated with the bad morals of the Chinese. But we must know that this deplorable condition is inevitable, but undoubtedly temporary, and to sacrifice a permanent good for a temporary one is a thing unbecomingly. To sacrifice the happiness of the future world for that of the present is a great mistake; and for the mere fact that European boys might be infected with the bad morals of the Chinese, the great permanent good of extinguishing out the hatred resulting from difference of race, from combining the race elements together, may be sacrificed, such thing, if actually done, is greatly to be lamented.

My experience goes to show that, as a rule, European boys in school generally depreciate things Chinese, and therefore there is no need to fear that European boys might learn any bad method of thinking peculiar to the Chinese, while, at the same time, these Chinese who study English generally make an effort to imitate anything European. I have been my great pride to see so many boys of my own country interested in sports at Queen's College, whereas five years ago, when I was there, scarcely could there be found a boy taking any interest in bodily exercises, much less in outdoor recreation and sport. This condition has been brought about by associating the Chinese with the Europeans, while I sincerely believe that the European boys will never be

in the danger of falling into the slothfulness, sluggishness, and indifference to sports of the Chinese. It may be urged that there will be danger to European boys to follow the pharisaical customs of the Celestials. Do you think that there is any European boy so foolish as to prostrate himself before his superiors? As to shut up his wife and daughters in a harem? As to bind up the feet of women? As to fatten himself with formalism? Not at all. This suggests another question as to how the Chinese might outstep these bad customs. Certainly not by separating the Chinese from the Europeans, but by having them both educated in the same school side by side. I am exceedingly glad to see that many English-speaking young men are gradually putting away their old, out-of-fashion, cruel customs; but I am very sorry to see that not a small number have picked up many indolent and bad customs of the Europeans, and in this—in this only—I believe what the Bishop wishes, "to train up the Chinese to be a Chinaman and not half a Chinaman and half an Englishman."

Few things more I should like to dwell upon. The first is to have a school especially for small children, it is not a good thing for small children to be educated side by side with old boys, and the lack of this Colony is such a school. If after all, many wish very earnestly to have a school particularly for Europeans, I think that the Government, being supposed to be impartial and to look after only the welfare of its people, should not lend its help, but leave the whole matter in the hands of those who are interested in it. As the Government ought not to show the exclusion of the Chinese, and must do things with disregard of race, Religious Liberty has been the cry of Europe. Race Liberty is the cry of the World. Protestants can open schools for Protestants, Roman Catholics for Roman Catholics, Mohammedans for Mohammedans, but the Government should not endow any one of these; therefore the English can open schools for English, Indians for Indians, Japanese for Japanese, and Chinese for Chinese, but the Government should not in this case endow any of these schools. The Government schools should be free from Religion and Race. As Hongkong is the emporium of the Far East, it seems to me quite strange that it has not a Technical Academy, much less a University, where Chinese and foreigners can go and have equal rights and an equal footing. I would like to suggest that Queen's College might be changed into such if the Governor takes the matter into his hands, while funds for such an undertaking can easily be obtained from the merchants, both foreign and Chinese.

It has been in my mind that the courses of study given in Queen's College do not give quite a liberal education to the Chinese and foreigners. What a grand thing to have this carried out and make Hongkong the seat of learning of the Far East!—Yours, etc.,

WANG CHUNG-YU.

SOUTH AFRICA.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 6th February.

SIR,—Your extract of a letter from a correspondent in South Africa reminds me of the fact that the South African affair has been a little neglected by you. We know that the long-ago planned invasion of Cape Colony by the Boers has become a fact. You publish in your to-day's paper the news that the will of the wisp De Wet has succeeded once more. The Boers have by this time more than 31,000 men in the field, i.e., 10.0 men more than at the beginning of the war.

The Boers are now acknowledged that the aspect of the war is still very serious, even more than at the beginning. Kitchener is busily engaged in the Transvaal, the British Army has now De Wet in the back and all leading financial newspapers agree, at least on this point, that it will take a whole army to have peace restored only in Cape Colony.

So I think you would please many of us if you kindly dwell again in your valuable leading articles on this very important subject.—Enclosing my card, I am, etc.,

HERK.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 6th February.

SIR,—I read in your this morning's paper the comments of a correspondent from South Africa on the Boers' "staggering numbers." I will not discuss here the contents of this letter, but, no doubt you will agree with me, that, in order to have a right judgment of the value of such communications, your readers should have a look into the matter from both sides.

Now I regret to see you frequently publish in this column of your valued paper, little articles, containing the gravest accusations against the Boers, often over from contemporary, whilst you never insert extracts from leading Russian, German, French, Dutch, or other papers, giving other ideas.

Of course every country there is a "Gutter Press," but should your readers not take interest in extracts from respectable papers, which, although "pro-Boer," don't abuse the Britishers, as the Boers are done by the letters, etc., appearing now and then in your paper? *Audiat ut altera pars*.—I am, etc.,

OUTSIDER.

[Our correspondent does us an injustice if he thinks that we only quote articles containing grave accusations against the Boers. A reference to our file will show that this is not so. We should quote more from the leading Continental papers, did those whose remarks reach us not show symptoms of such violent Anglophobia. We do not see why they should be served by the republication of remarks distasteful to the Boers, not by any sense of justice or love of the Boers. If our correspondent will give us examples in which the other side of the case is fairly and temperately put forward we shall be very glad to see them.—Ed. D. P.]

Plague mortality in all the Indian presidencies continues to increase, notwithstanding every available step being taken to stay the ravages of the scourge. During the second week of last month there were 1,700 deaths in Bengal, 575 in Bombay, Madras 37 and Mysore State 341. The total for the whole of India was 2,839 deaths in the seven days, against 2,463 in the preceding week, and 1,279 in the corresponding period last year. The Deputy Magistrate of Monghyr recently sentenced a native of that town to three years rigorous imprisonment for assisting in taking away a plague patient who subsequently died at Dharwad.

AN OLD FRIEND BY A NEW NAME.—Lobig Company's Extract will soon be known as LEMCO, the new name placed upon it and composed of the Lobig's Extract of Meat Company's initials.

POLICE COURT.

Wednesday, 6th February.

BEFORE MR. HAZELAND.

1911

VIOLATING CROWN PROPERTY.

Four stonecutters were charged, on the information of Sergeant Macdonald, with splitting stones on Crown land, without a permit from the Director of Public Works, at Chong Sha Wan on the 5th inst.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.		P. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON	ALCANTARA	Brit. str.		Robinson	BUTTERFIELD & SWIRE	On 19th inst.
LONDON	SHANGHAI	Brit. str.		A. F. Street	P. & O. S. N. Co.	On or about 21st inst.
LIVERPOOL	IXION	Brit. str.		Robinson	BUTTERFIELD & SWIRE	On 5th Mar.
BREMEN, VIA PORTS OF CALL	GLADSTON	Ger. str.		P. Grosch	BUTTERFIELD & SWIRE	On 16th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	KANAGAWA MARU	Jap. str.		J. McKenzie	MITSUBI BUSSAN KAISHA	On 20th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	JAVA	Brit. str.		G. W. Gordon, R.N.R.	P. & O. S. N. Co.	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	LAOS	Fren. str.		Flamin	MESSAGERIES MARITIMES	On 11th inst., at 1 p.m.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	SADO MARU	Jap. str.		W. Thompson	MITSUBI BUSSAN KAISHA	On 22nd inst., at Daylight.
HAVRE & HAMBURG	SIEMENS	Ger. str.		Bahle	CARLOWITZ & CO.	Quick despatch.
HAVRE, BREMEN & HAMBURG	PROSECH	Ger. str.		c. Binzer	CARLOWITZ & CO.	On 27th inst.
HAVRE & HAMBURG	MARITIMO	Ger. str.		Jacobs	CARLOWITZ & CO.	On or about 10th Mar.
HAVRE & HAMBURG	BANBERG	Ger. str.		Russowich	CARLOWITZ & CO.	On or about 15th Mar.
TRIESTE, &c. VIA PORTS OF CALL	MALIA TERESA	Aus. str.		Sander, Weller & Co.	CARLOWITZ & CO.	On or about 25th Mar.
NEW YORK VIA PORTS & SUEZ CANAL	POLARSTJERNEN	Brit. str.		Petersen	DODWELL & CO. LIMITED	On 14th inst., 2 p.m.
NEW YORK VIA PORTS & SUEZ CANAL	FOLMINA	Brit. str.		O. P. Marshall, R.N.R.	CARLOWITZ & CO.	To-day.
NEW YORK VIA SUEZ CANAL	TACOMA	Brit. str.		A. Dixon	CANADIAN PACIFIC R. CO.	On or about 26th inst.
VANCOUVER, VIA SHANGHAI, &c.	EVAN	Brit. str.		Petersen	DODWELL & CO. LIMITED	On 13th inst.
VICTORIA, B.C., & TACOMA, VIA SHANGHAI, &c.	AMERICA MARU	Brit. str.		Jardine, Matheson & Co.	ARNOLD, KARBURG & Co.	On or about 10th Mar.
PORTLAND, OREGON, &c. VIA JAPAN, &c.	CITY OF PEKING	Jap. str.		Petersen	JARDINE, MATHESON & Co.	About 6th inst., at 3 p.m.
SEATTLE, V. SHANGHAI, KOBE & YOKOHAMA	GABRIO	Amr. str.		C. W. Haswell	TOYO KISEN KAISHA	To-day, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	BEIGIAN KING	Brit. str.			PACIFIC MAIL S. S. Co.	On 14th inst., at Noon.
SAN FRANCISCO VIA AMOY, &c.	CHANGSHA	Brit. str.			U. & O. S. S. Co.	On 23rd inst., at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	KASUGA MARU	Jap. str.			BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
AUSTRALIAN PORTS	CHINHI	Brit. str.			BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
YOKOHAMA & MOJI	TAIWAN	Brit. str.			NIPPON YUSEN KAISHA	On 22nd inst., at 4 p.m.
YOKOHAMA & KOBE	TAMBA MARU	Jap. str.			BUTTERFIELD & SWIRE	To-morrow.
NAGASAKI, SASEBO, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.			NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KWEITANG	Brit. str.			BUTTERFIELD & SWIRE	On 22nd inst., at Noon.
MOJI	HSIEN-HO	Brit. str.			SIEMENS & Co.	On 14th inst.
SHANGHAI	TOKIN	Fren. str.			MESSAGERIES MARITIMES	On 8th inst., at 4 p.m.
SHANGHAI & JAPAN	BOHMA	Brit. str.			P. & O. S. N. Co.	On or about 13th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	KIAUTSCHOU	Brit. str.			P. & O. S. N. Co.	On or about 16th inst.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.			MELCHERS & Co.	Quick despatch.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.			MITSUBI BUSSAN KAISHA	On 13th inst.
MANILA	SUNGKIANG	Brit. str.			MITSUBI BUSSAN KAISHA	On 20th inst., at Daylight.
MANILA	CHONGSANG	Brit. str.			BUTTERFIELD & SWIRE	To-morrow.
SINGAPORE, PENANG & BOMBAY	BORMIDA	Ital. str.			JARDINE, MATHESON & Co.	On 9th inst., at 3 p.m.
					BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
					CARLOWITZ & CO.	On 13th inst., at Noon.

SHIPPING.

ARRIVALS.
Feb. 5, POLARSTJERNEN, Danish str., 2,199, Colleen, Amoy 4th February, General—DODWELL & Co., LD.
Feb. 6, KANAGAWA MARU, Jap. str., 3,823, J. McKenzie, Moji 2nd Feb., General—NIPPON YUSEN KAISHA.
Feb. 6, KANAGAWA MARU, Jap. str., 3,823, J. McKenzie, Moji 2nd Feb., General—NIPPON YUSEN KAISHA.
Feb. 6, CHINHI, British str., 1,158, Newcomb, Canton 6th Feb., General—BUTTERFIELD & SWIRE.
Feb. 6, TAIWAN, British str., 1,109, Harder, Canton 6th Feb., General—BUTTERFIELD & SWIRE.
Feb. 6, NIVELLE, British 4-masted bark, 2,262, D. Stoen, New York 5th Sept., Kerosene Oil—STANDARD OIL CO.
Feb. 6, YUENSANG, British str., 1,123, R. H. Rolfe, Amoy 5th Feb., Hemp and Sugar—JARDINE, MATHESON & Co.
Feb. 6, THALES, British str., 820, Rolson, Swatow 5th February, General—DOUGLAS, LAUREN & Co.
Feb. 6, SIAM, German str., 2,488, P. C. Cluton, Shanghai 2nd Feb., General—MELCHERS & Co.

CLEARANCES.
AT THE HONGKONG MASTER'S OFFICE.
6th February.
Emma Luyken, German str., for Saigon.
Daphne, German str., for Wuhu.
Siam, British str., for Amoy.
Polarstjernen, Danish str., for New York.
Hoching, British str., for Swatow.

DEPARTURES.
Feb. 5, HSIEN-HO, British str., for Canton.
Feb. 6, KASHING, British str., for Europe.
Feb. 6, KASHING, British str., for Shanghai.
Feb. 6, ANPING MARU, Jap. str., for Swatow.
Feb. 6, PERLA, British str., for Manila.
Feb. 6, KAIPOING, British str., for Sandakan.
Feb. 6, SARAKAN, German str., for Sandakan.
Feb. 6, KVARVEN, Norw. str., for Portland, Or.
Feb. 6, TAIKANG, British str., for Shanghai.
Feb. 6, PAX, Dutch str., for Saigon.

VESSELS IN DOCK.
ABERDEEN DOCK—Haven.
KOWLOON DOCK—S.M. S. Hama, German, U.S.S. Ida Luzon, Italian, Nanyang, U.S.S. Bennington, U.S.S. Brooklyn, Penang, COSMOPOLITAN DOCK—Loyd, Hankow.

SHIPPING REPORT.
The British steamer Yuenkong, from Amoy 5th Feb., had N.E. to N. moderate breeze and sea fine and clear weather.
The British steamer Thales, from Swatow 5th Feb., had moderate northerly winds and fine weather. Steamers in Swatow—Fookang, Wingsang, Pushing, Shingling, Nenchuang, Hojow, Macaw, Bendary and Nuchung.

VESSELS ON THE BERTH

AT THE HONGKONG MASTER'S OFFICE.
6th February.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "BELGIAN KING" On 8th Feb., at 4 p.m.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 8th February, at 4 p.m. Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan.
Hongkong, 7th February, 1901.

VESSELS ON THE BERTH

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
THE Steamship

With Liberty to Call at MANILA.
"POLARSTJERNEN" will be despatched for the above ports TO-DAY, the 7th February, and will be followed by the Steamship
"FOLMINA" and "GYMERIC."
For Freight, apply to
DODWELL & CO., LD., Agents.
Hongkong, 6th February, 1901. [118-3291]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

IN CONNECTION WITH THE
NORTHERN PACIFIC RAILROAD COMPANY.

THE Steamship
"TEENKAI" will be despatched for SEATTLE VIA SHANGHAI, NAGASAKI, KOBE and YOKOHAMA on or about the 6th inst., at 4 p.m., taking Cargo to Japan and to Overland Points in the United States at Current Rates of Freight.
For further Particulars, apply to
JARDINE, MATHESON & CO., Agents.
Hongkong, 5th February, 1901. [418]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"KIAUTSCHOU,"
OF THE HAMBURG-AMERIKA LINE, due here with the outward German Mail about the 5th inst., will leave for the above places about 21 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., Agents.
Hongkong, 2nd February, 1901. [8]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Company's Steamship

"COROMANDEL,"
Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 16th February, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 4th February, 1901. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 20th February, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA, Agents.
Hongkong, 6th February, 1901. [18]

HAMBURG-AMERIKA LINE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SILESIA	(HAYRE & HAMBURG)	On 9th Feb. Freight and Passage.
* FRIEDBURG	(London with transshipment in Hamburg)	Feb.
* MARBURG	(HAYRE & HAMBURG)	On 27th Feb. Freight.
* CAPT. B. Binzer	(London with transshipment in Hamburg)	About 10th March. Freight.
* BAMBERG	(HAYRE & HAMBURG)	About 15th March. Freight.
* SIBIRIA	(HAYRE & HAMBURG)	About 25th March. Freight and Passage.

* These steamers have superior accommodation for passengers and carry a doctor and a stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA LINE, NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 5th February, 1901. [8]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND	JAVA	Noon, 6th Feb.	Freight or Passage.
LONDON	G. W. Gordon, R.N.R.	Feb.	
LONDON, &c.	COROMANDEL	Noon, 16th Feb.	See Special Advertisement.
LONDON, &c.	F. W. Vibert, R.N.R.	Feb.	
SHANGHAI	BENGAL	About 16th Feb.	Freight or Passage.
LONDON	SHANGHAI	About 21st Feb.	Freight or Passage.
SHANGHAI AND JA.	SHANGHAI	About 28th Feb.	Freight or Passage.
PAN	G. M. Montford, R.N.R.	Feb.	

PASSENGER SEASON, 1901.
March 30th MARSEILLES AND LONDON DIRECT
April 27th Without Transshipment.
For Further Particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 5th February, 1901. [1]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	March 1
VICTORIA	3,562	J. Paxon	March 8
DUKE OF FIFE	3,821	J. S. Cox	March 15
GLENGLIE	3,750	W. Frakes	March 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 42.
Excellent accommodation. First class Table. Doctor and STEWARDESSES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 43 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, AND TACOMA, 23.
The best route to the Klondike Gold Fields. Frequent sailings from VICTORIA and TACOMA to DREA and ST. MICHAEL.

Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED, General Agents.
Hongkong, 5th February, 1901. [11]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
* SACHSEN	WEDNESDAY 20th February
* KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 20th February
* BAYERN	WEDNESDAY 20th March
* STUTTGART	WEDNESDAY 20th March
* KONIG ALBERT	WEDNESDAY 20th April
* PRINZ HEINRICH	WEDNESDAY 1st May
* PRINZESS IRENE	WEDNESDAY 1st May
* BREUSSEN	WEDNESDAY 15th May
* HAMBURG (Hamburg-Amerika Linie)	THURSDAY 13th June
* SACHSEN	THURSDAY 27th June
* KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY 11th July

ON WEDNESDAY the 20th day of February, 1901, at NOON, the Steamship "SACHSEN" of the HAMBURG-AMERIKA LINE, Captain P. Grosch, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Monday, the 18th February. Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 19th February, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 19th February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.
Hongkong, 7th February, 1901. [9]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
EMPRESS OF INDIA... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb. 1901.
EMPRESS OF JAPAN... Comdr. H. Pylus, R.N.R. WEDNESDAY, 13th Mar. 1901.
EMPRESS OF CHINA... Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th January, 1901. [10]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP VIA SINGAPORE	FRIDAY, 8th Feb. at DAYLIGHT.
J. McKenzie	PENANG, COLOMBO & PORT SAID	
TAMBA MARU	NAGASAKI, SASEBO, KOBE and YOKOHAMA	FRIDAY, 15th Feb. at DAYLIGHT.
J. W. Vale	MARSEILLES, LONDON, and ANTWERP VIA SINGAPORE	FRIDAY, 22nd Feb. at DAYLIGHT.
SADO MARU	PENANG, COLOMBO & PORT SAID	
W. Thompson	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Feb. at Noon.
ROSETTA MARU	HAMA	FRIDAY, 22nd Feb. at Noon.
N. Tait	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Feb. at 4 p.m.
KASUGA MARU		
C. W. Haswell		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and for further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MITHARA, Manager.
Hongkong, 7th February, 1901. [13]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship

"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 15th February.
For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA, Agents.
Hongkong, 31st January, 1901. [16]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(BOB. M. SLOMAN & Co., Managers.)

FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship

"ALBENGA,"
Captain Petersen, will be despatched for the above port on or about 9th March.
For Freight, apply to
CARLOWITZ & CO., Agents.
Hongkong, 22nd January 1901. [29]

THE EAST ASIATIC COMPANY, LIMITED.
FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.
EVERY WEEKLY CALLING AT SAIGON.
THE Company's Steamship
"SIAM" will be despatched as above about the beginning of February, 1901.
For Freight, apply to
MELCHERS & CO., Agents.
Hongkong, 31st December, 1900. [14]

NATAL LINE OF STEAMERS.
THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA, SPANISH NAVIGATION CO's fortnightly service between CALCUTTA, SINGAPORE, and SOERABAYA for CANTON, PENANG, and FORT RALPH.
For Freight and further particulars, apply to
DODWELL & CO. LIMITED, General Agents for China and Japan.
Hongkong, 4th August 1901. [15]

